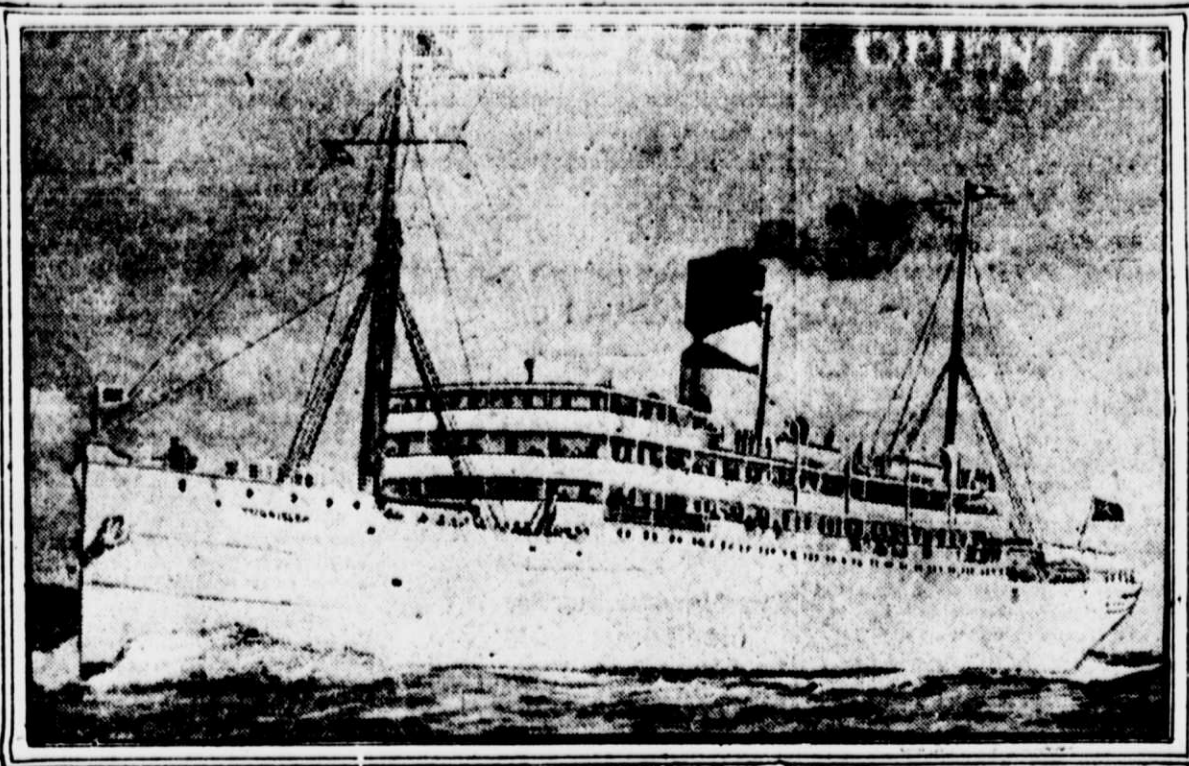


Stranded Liner Which Is Fast on Jersey Coast



"Turrialba" of the United Fruit Co.

ALLEGED TRAIN BANDITS HELD.

Arrests Made for Attempted Robbery of C. & A. "Hammer."

SPRINGFIELD, Ill., Dec. 24.—After an all day hunt for the train robbers who last night held up the Chicago and Alton "Hammer" on its way from Chicago to Kansas City police and deputy sheriffs have a number of suspects rounded up. Jack Hartnet of Chicago and Elmer Vikus of Springfield have been held. The detectives declare they believe some of the arrests will result in convictions.

Sheriff Mesher is holding E. H. Wagoner, Jessie Wilkes and a number of other suspects, but W. S. Cain, chief special detective for the Chicago and Alton, has devoted his energies to Hartnet and Vikus, who are weakening under their grilling.

C. D. Summy, St. Louis manager of the American Express, and E. W. Shuler, Chicago special officer for the company, say that nothing was lost and that Express Messenger Frank Ayers of Springfield is blameless.

Ayers will face Hartnet and Vikus tomorrow morning.

SCORE TIED IN RUG FIGHT.

Turkish Dealers Have One Arrest and One Law Suit Each.

The score in a merry war between two Turkish rug dealers of Fifth avenue who fell out recently was tied at one arrest and one law suit each yesterday when Abdul Gaffar Karadaghi, who lives in Constantinople but has a store at 164 Fifth avenue, had his former manager, Harrold A. Cambere, arrested in a suit for \$50,000 damages for false arrest. Cambere gave \$2,500 bail at the Sheriff's office and was released.

Cambere recently got an attachment against Karadaghi's stock of rugs in a suit for \$21,000 damages for breach of contract. After the attachment was served Cambere had his former boss arrested for assaulting him. Karadaghi was subsequently discharged in the Jefferson Market court and retaliated with yesterday's suit, in which he evened up the score.

SHOT FOR LOOKING AT MAN.

Paper Box Maker's Assassinat Pleads Self-Defense.

Felix Clinica of 456 Sixth street, Hoboken, was passing through Hudson street, Manhattan, yesterday afternoon, when something about Charles Matola, a paper box maker, of 106 Watts street, caused him to stop and stare. Matola resented Clinica's staring and asked him what he was looking at.

"Nothing much," Clinica replied, whereupon Matola hit him in the face. Clinica whipped out a revolver and fired three shots into the other man's chest.

The gunman pocketed his weapon and fled, but within a block he was arrested by Detectives Patrick and Prunzel. They say that Clinica admitted the shooting, maintaining that he acted in self-defense. Matola was taken to St. Vincent's Hospital. His condition is serious.

ACCUSES FEDERAL WITNESS.

Investigating Charge That Winner Money Was Used at Trial.

Assistant United States Attorney H. A. Arnold yesterday began an investigation of the charge made by Victor Austin, a witness at the trial of Archie L. Wisner and John J. Myers, that he had been used by Charles Humphreys to perjure himself in behalf of the prosecution. Humphreys was indicted with Myers and Wisner for using the mails to defraud investors in mining and oil stocks, but turned Government witness. Austin, foreman of the Union Mine, a Wisner property at Nevada City, says that Humphreys met him in the hall just before he was called to the stand and sounded him as to which side he was going to favor in his testimony.

Austin also says that Humphreys had been walking about in the hall just before the Federal building, his pockets stuffed with money belonging to stockholders in Wisner companies, trying to buy witnesses.

The trial before Judge Mack in the Criminal Branch of the Federal District Court will be continued to-morrow morning at 10:30 o'clock.

VIGHY CELESTINS

Standard Alkaline Natural Water

A Delightful Table Water with Highly Medicinal Qualities

Standard Remedy for Dyspepsia, Stomach Troubles and Gout

Owned and bottled under the direct control of the French Government

CITY JOTTINGS.

The jury which has been hearing the so-called horse poison case before Judge Crane returned a verdict of guilty against Alvin yesterday. He was accused of sending a letter to Louis Butinsky, a stable owner at 713 East Twelfth street, threatening to poison his twenty horses unless he paid \$100.

Charles Glouos, an architectural draughtsman, yesterday committed suicide by jumping from his room on the fourth floor in 263 West Fourteenth street. He had been out of work three months.

Miss Mary Cuff, ticket agent at the Brooklyn elevated station at Fulton street and Saratoga avenue, was confronted yesterday morning by a robber, who leveled a revolver at her and demanded all the money she had. The woman told the thief that the cash was in her pocket, and she was then taken off to the police station. She screamed loudly for help. Hearing her cries the agent on the opposite platform blew a police whistle and the robber took to flight.

Giuseppe Forth, the Italian who was convicted of murder in the second degree for killing Paola Romano on November 3, was sentenced yesterday by Judge Malone to a term of not less than twenty years and not more than life imprisonment.

The Wall Street edition of THE EVENING SUN contains all the financial news and the bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night and final editions of THE EVENING SUN.—Ad.

ceived from Capt. Lindsay in the afternoon, however, spoke of the ship lying immovable, with plenty of good water astern. He seemed to think that with a little assistance he would be able to get off at high water to-day.

The location given by the lighthouse men was about three miles off Little Beach Island, which is two miles from the mainland. That puts the ship within her bow to the northwest, about four miles to the southeast of the Little Egg Harbor life saving station, about the same distance from the Little Beach life saving station, and just south of the long tongue of land known as Long Beach. Figuring from this location it is estimated that the ship must have been whirled and dragged about ten miles to the west of the course, which would have allowed her to sight Barnegat light, twenty-six miles north from where she did strike. Her course would have been almost due north in order to sight the light or pick it up for bearings.

Gale Increases in Strength.

When Monday night closed down along the Jersey coast every man who knows the sea knew it was a bad night for mariners. A strong northeast gale kicked up Monday afternoon and increased in strength as night fell. That means the making of new sandbars during the night and new currents which upset all calculations of mariners. When the snow began the strongest light could not be seen a mile away and the fog-horns lost two-thirds of their carrying power.

The life guards who patrol the coast reported early that they could not see any ship, no matter how close, unless it came within a few miles of the shore. The Government telephone wire along the coast from the Brigantine light north went down early and cut off all communication. It was simply a night to take chances and hope that no mariner would be unlucky enough to get into the grip of the treacherous currents.

It was just 4 o'clock when the wireless operator at the Brooklyn navy yard caught the message. It was addressed to the United Fruit Company, but was meant for all others.

"The Turrialba ashore off Barnegat," it read, "heavy snow squall. Ship adrift off. Past forward. Assistance is necessary."

The Seneca Starts for Wreck.

It did not take that operator long to get in operation. Word went immediately to the emergency man of the United Fruit Company; another message went down to the big Seneca lying off Quarantine Island, partly north for anything that might occur at sea. The Seneca was ready at once and started for the Hook. A Merritt-Chapman tug soon followed. Irving Cadmus, New York manager of the line's fruit business, had his force at work at once. They got into wireless communication with Capt. Lindsay of the Turrialba and discovered that although the squall was very heavy and the sea high there was no immediate danger. Capt. Lindsay early reported that his ship was aground forward, but afloat aft and there was no water in the hold, but he did not know until several hours later that he was about twenty-six miles south of where he thought he was.

An early wireless gave the number of passengers as fifty-seven, without names, but a record in the New York office showed that about twenty-three had left New York on the afternoon of November 30 for the round trip. The majority of these were from this city and the best known among those were Police Inspector Edward Hughes and Mrs. Hughes.

Passengers known to be aboard: BLUM, CHARLES B., Boston. HURBAN, EDGAR E., Alton, Mass. JARON, MRS. N. L., New York. HAZEN, JAMES, New York. HAZEN, THOMAS W., London, England. BECKER, CARLO, New York. BONITT, RUDOLPH, London, England. CLARK, SEYMOUR, New York. CLAUIG, HENRY G., Manchester, N. H.

CARY, SAMUEL, and MRS., Brooklyn. PRITZ, CHARLES H., New York. GIBSON, GEORGE A., New York. GUERRERO, RUTH, Guayaquil, Ecuador. GATILARDO, ENRICO, Guayaquil, Ecuador. GRIFFIN, M. F., Danbury, Conn. HOFFSTADT, JOHN Y., New York. HUGHES, EDWARD P., and MRS., New York.

HUGHES, THOMAS, New York. HUCKEY, THOMAS F., and MRS., Brooklyn. HEALD, KENNETH C., New Mexico. HOLMES, LOUIS, Reno, N. H. HARRIMAN, CLINTON D., East Orange, N. J.

JOHNSON, PERCIVAL, Nice, France. JONES, ARTHUR G., Springfield, Mass. KOHN, MILTON M., New York. KELLY, MRS. and SAMUEL, Brooklyn. LAWSON, EDWARD J., and MRS., Keansburg, N. J.

LITTLEFIELD, J., Dorchester, Mass. MITZNER, MRS. B., Miss MAXINE and MISS DOROTHEA, Riverton, N. J. MOORE, CHARLES H., New York. MNEAL, FRANK W., New York. MCKERETH, MISS ADELAIDE, Philadelphia.

PERKINS, FRED H., Brooklyn, Mass. MR. PARKER, Manchester, N. H. PARKER, HERMAN, Philadelphia. ROSENBAUM, CHARLES, New York. SCHWARTZ, THEODORE and MISS, Chicago.

SCHNEEBE, MISS GRACE and MISS FLORA, New York. STANLEY, CHARLES, New Britain, Conn. STEVENSON, ROBERT, New York. TRACHLEW, H., Switzerland.

TRUQUART, JAMES H., New York. VANDERVEER, JAMES M., Albany. WALDMAN, LOUIS J., Albany. WITKOM, MISS, GEORGE W., New York.

WATLING, SAMUEL, Riverton, N. J. WETMORE, ROBERT C., New York. YORKE, MRS. EDWARD C., Newark.

The storm held the rescue boats up at the Hook until later in the morning, but the Seneca got away around 10:30 o'clock, so that she was passing Barnegat, according to her wireless, shortly after 3 o'clock. She then had twenty-six miles more to go and was sure to get there by 6 o'clock. The tugs remained behind which it became known that some lightning work would have to be done and waited for the storm to die down entirely so that the barges necessary might live in the sea-way.

New York sent word of the accident to Atlantic City and the Brigantine life savers were informed before those at Little Egg Harbor and Little Beach.

With telephone communication cut off, the Little Egg Harbor life savers might not have known of the wreck until the afternoon if it had not been that there was a lift in the snow and mist around 10 o'clock and Orfyder, keeper of the Little Egg Harbor light, caught a glimpse of the grounded steamer and reported trouble to his brother, who is captain of the life saving crew.

Capt. Eude of the Little Beach crew was also notified. The three life saving crews started at about the same time for the ship in the face of the heaviest seas they have known in several years and through mists and snow that made their task like looking for a needle in a snowbank.

The Little Beach men have only a row-boat for their surf work and they gave it up after trying to get through the

Island and nearby parts of New Jersey, and Christmas gifts that normally might have arrived at destinations yesterday were delayed.

Folks who did not do their late Christmas shopping in the last few days of Monday and who had looked out yesterday morning several inches of snow on the ground and decided to patronize local shops rather than journey to shopping districts, and the result was that the big department stores were not so thronged as they usually are on the day before Christmas. Buyers who went around used cars, and the cab users being limited did not obstruct traffic to any appreciable extent.

Hundreds of ocean travelers were held up outside the Hook or in Quarantine by the snowstorm. The big North German Lloyd liner George Washington, from Bremen; the Red Star liner Lapland, the Holland-America liner Rotterdam and the Hamburg-American liner Amerika were in the fleet of the snowbound. The George Washington was moving slowly up the Hudson Channel at 3 o'clock in the morning when she bumped into the United States dredge Haritan. Some of her passengers were awakened by the jar, and Capt. Polack, who was on the bridge had an impression for a moment that he had run down the dredge. He shouted to her, asking if she needed any assistance and an answer came over the mark that she did not. The dredge later fouled the big ship, scraping along her side, and Capt. Polack ordered the emergency boat lowered. Before the boat was swung out the dredge had cleared the liner.

A score or more of passengers of the liner were on land early in the morning and catching trains for the West and South so that they might spend Christmas morning with their folks may not be able even to eat their Christmas supper at home. Among those delayed was Miss Hortense Drummond of South Bend, Ind., who fell with a tonus crown, but she was rescued by a French officer, Gaston Faconot, who spoiled his fine uniform by jumping after her. Miss Drummond declined to talk about the possibility of becoming Mrs. Faconot, but she admitted that he was a fine Frenchman and very likable. Her baggage was expedited by the customs crew, but she was unable to get the early afternoon limited train for Chicago that she had expected would let her eat Christmas dinner with her people. She got a later train and felt sure that she would take a late supper home, anyhow.

One of the most cheerful victims of the storm was Skipper William Stille of the three-masted American schooner John H. May, whose father was a New Jersey Colonel in the civil war and who himself has been a navigator since he was 19, in 1869. The May sailed from Charleston, S. C., on December 16 with a cargo of \$20,000 worth of lumber, chiefly dressed for this port. She ran into the snowstorm at 1 o'clock yesterday morning and two hours later smashed into the Jersey coast about a mile south of Sandy Hook. The skipper had lost his bearings in the gloom and had a very dim impression of the proximity of his native land until he rediscovered it. He had two men on lookout and one of them sang out "breakers ahead," just before the schooner struck. He was on the starboard tack and made a swift effort to go about and head seaward. The schooner missed stays and soon the skipper found himself broadside on the shoal and the breakers piling over him.

After a vain effort to work off Skipper Stille waited for daylight, which showed that he was pretty close to home. Later in the morning the Sandy Hook lifesavers spied him, and when the sea had gone down a bit they went to him in a surf boat and took him, his mate, William Smith, and the rest of his crew off and landed them at the Hook, whence they were brought to this city by the army steamer Ordinance. Capt. Stille saved all his instruments and clothing. He said his ship was waterlogged, but that all the

cargo might be salvaged if the sea did not rise. He thought there was even a prospect of getting the schooner off.

5,400 MEN TO REMOVE SNOW.

Big Bill Edwards Has Busy Day Superintending the Work.

Big Bill Edwards climbed out of his bed long before dawn yesterday to find snow falling and plenty of work ahead for him and his men. A. F. Gunther, the snow superintendent, was out even before the Commissioner, but the first to welcome the snow were 4,000 men to whom the white flakes meant jobs and an unexpected bit of money for Christmas.

The three firms that contract to remove the snow in Brooklyn, The Bronx and Manhattan had been getting ready for a storm for three days and their lieutenants found no lack of volunteer shovelers for the job. From out of the back drifts of city streets they came anxious for work, welcoming the twenty-five cents an hour that they make in the back breaking task of clearing the streets so that you may receive your presents this morning. There were 5,400 men in contract workers or those of the department, at work in Broadway, Fifth avenue and all the intersecting streets where traffic is heavy when the Commissioner came along in his car at 6 o'clock yesterday morning.

Mr. Edwards went first to the snow removal offices at 500 Fifth avenue, where he conferred with Frank Bradley of the subway building firm, who is general manager of the Belmont Trucking Company, which has the contract for the removal of snow in Manhattan at the rate of 15 cents a cubic yard.

The snow interrupted the hauling incidental to the subway building and the contractors will use a part of the Bradley equipment by special agreement. The Commissioner had promised that the 6,500 white wings and 3,000 horses under his command could rest on Christmas Day, but he had to take back his promise, and consequently he will have to give up his own Christmas plans. Mr. Edwards later in the day, however, announced that he would make up the lost holiday by giving the men some other day of rest.

Commissioner Wilson of the Bureau of Weights and Measures sent out seventy-five inspectors and twenty-five wagons and certainly night so they could qualify to do any of the snow. Two thousand teams were on duty hauling the loads to the station dumps. The department yesterday yesterday, thirty dumps will probably be used today. Fifty snow ploughs went out from the department's stables and the surface car lines had thirty-three of its own creakers at the dumps.

The Commissioner visited the most crowded points of the city several times during the day and gave his personal supervision to the work.

STORM SWEEPS THE COAST.

Vessels Feel Gale's Force—Heavy Snowfall Stops Land Traffic.

NORFOLK, Va., Dec. 24.—With a freezing northwest gale sweeping the coast, Hampton Roads to-night is filled with vessels awaiting fair weather before venturing to sea.

The wind at Cape Henry early this morning reached a velocity of fifty miles an hour. At Hatteras it was fifty-two, and a blinding snowstorm shut off the view of life savers who scanned the sea in search of vessels in distress.

The wind kicked up a high sea, and the bark Chatter, which stranded several days ago near Cape Henry, was broken to pieces by the waves beating against her sides.

The pilot boat Relief, anchored off Cape Henry, was forced to make her way inside the lee of Lynnhaven Bay. PHILADELPHIA, Dec. 24.—Philadelphia is in the grip of the year's first snowstorm.

Heavy dry snow began to fall shortly after midnight, and by 10 o'clock a blanket eight inches was spread over the city.

Trolley service was crippled, trains

delayed and steamship service almost completely suspended. New Jersey and Delaware will have a white Christmas. These States are covered with snow from six to twelve inches of snow to-day, with no present indications of a letup in the storm. Steam and trolley traffic in many parts of Pennsylvania is impeded by high drifts.

BETHLEHEM, Pa., Dec. 24.—This section to-day is held by a northeast blizzard. More than fourteen inches of snow has fallen. Trolleys are tied up and railroad trains are hours late.

BOSTON, Dec. 24.—A vigorous snowstorm just before daybreak to-day developed quickly into a raging northeast gale which did not diminish in violence until nightfall.

The first snow of the winter here and both the steam and trolley roads seemed unprepared to cope with it. Trains were very late arriving, and on this account the outgoing schedule was so disrupted that many locals were cancelled.

The trolley lines kept their cars moving, but transportation by this means required great patience on the part of passengers. Thousands of people did not do their "day before" shopping because of the inclement weather.

Telephone wires went down under the weight of wet snow at the North Station and this mishap assisted in disarranging the Boston and Maine service.

The wind blew at a forty mile clip and this with snow and cold kept shipping pretty well tied up. The steamers Lancastrian and Iberian sailed for London and Manchester respectively despite the unfavorable conditions.

Snow began falling in southern New England shortly after midnight, usually extending to the northeast, as the disturbance moved up the coast this morning. The S. A. M. weather report showed four inches of snow at Concord, N. H., and at New Bedford, Mass., and seven inches at Bangor, Me.

One of the features of the storm was an unusually high tide.

WASHINGTON, Dec. 24.—With more snow on the ground than this city generally sees at this season and snow still falling, trains from the South and North bearing their homecoming folk were delayed for hours in reaching Washington to-day.

Northern roads did not suffer much, but all trains from the South, where the storm was at its worst, were from one to three hours late.

Genuine Christmas weather will prevail all over the East. In the West rains and snows are predicted. Close on the trail of a Gulf storm, central to-day off the middle Atlantic coast, a blanket of snow is covering the southern New England and middle Atlantic States, the Ohio Valley and Tennessee.

In the south Atlantic and Gulf States the storm brought rain, which may turn to snow in time for Christmas day. More snow for the middle Atlantic States, to be followed by a short spell of crisp weather is predicted. In the far West there are local snows and rains.

Temperatures, it is predicted, will remain unchanged for the next thirty-six hours in the East.

NEW HAVEN, Dec. 24.—The heaviest snowstorm of the season is going on in Connecticut to-day. Trolley service and other traffic is badly hampered.

ALBANY, Dec. 24.—The Albany Weather Bureau was advised to-day that snow was falling generally throughout the State, with the exception of the St. Lawrence Valley. At noon the snowfall in this city was about two inches.

Sues Actor for Alimony Due.

Mrs. Josephine Park Tearle, who recently obtained a divorce from Conway Tearle, an actor, on the ground of his misconduct with Mrs. Roberta Menges Hill, got an order from Supreme Court Justice Page yesterday directing her husband to show cause why he should not be punished for contempt of court for failure to pay \$395 alimony at \$5 a week. Mrs. Tearle told the court that her husband has been engaged by John Cort for "A Man's Way" at \$175 a week.



By Walking, by Street Car, or by Motor, you may visit a Few Friends at Christmas Time. By Telephone, you may Greet them All.

The Gift of Friendliness—"Merry Christmas"

OVER the telephone comes a little gift of friendliness and good cheer. It surprises. It pleases. It makes the day brighter and more significant. It is the very spirit of Christmas time. It is the voice of our friend wishing us a "Merry Christmas."

Throughout the Christmas season, the telephone will carry millions of these little gifts to friends widely separated, and perhaps almost forgotten. Each message will add to the happiness of the day, will strengthen friendships, and will make Christmas time just a little more delightful—a little more enjoyable.

Of all Christmas gifts, the gift of friendliness is most appreciated. The telephone makes it possible for you to share your happiness with those who may have less.

Just telephone—"Merry Christmas"

NEW YORK TELEPHONE CO.